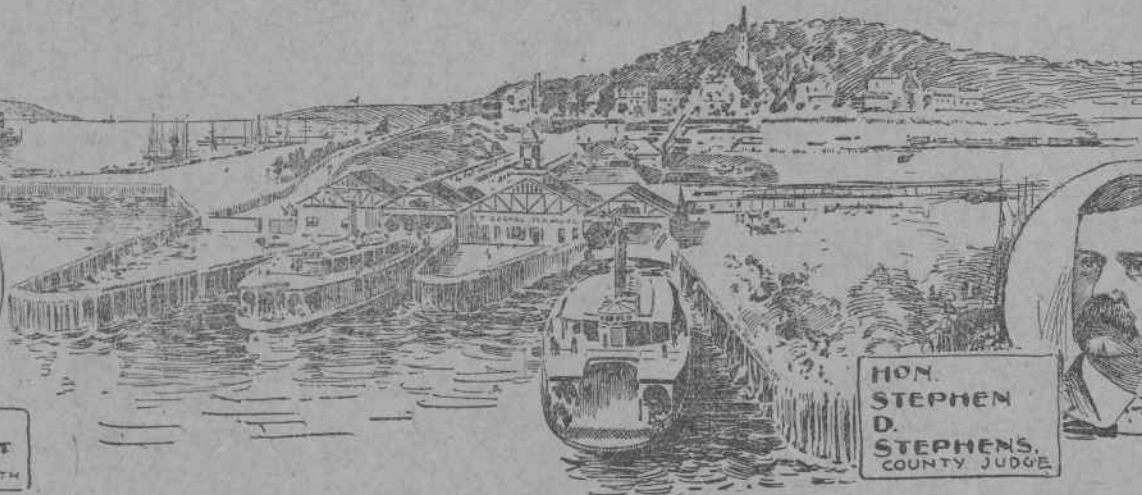


AN EMERALD GEM BETWEEN CRYSTAL SEAS.



The People of Beautiful New Brighton See Prosperity and Comfort in Greater New York.

AN ISLAND OF VILLAGES.

What Consolidation With the Metropolis Means to Staten Islanders.

OF all the outlying districts that are to be part of the Greater New York there is none more interesting than Staten Island. "The Emerald Gem lying between crystal seas," one of the old writers, marvelling at the beautiful verdure, called it. Now its shores are dotted with villas, and it has many busy and populous villages, but the old romantic description holds good.

It is so near to New York that its independence has cost it dear. By the ferry system it has been treated as a foreign locality instead of an actual part of the city, which it really is. But all this will be changed when Greater New York is a fact, and the Staten Islanders are waiting impatiently for the realization of their expectations.

Staten Island comprises the whole of Richmond County, has an area of 57,000 square miles and an estimated population of 60,000. In its topographical construction it has a remarkable diversity—hills and plains, inland valleys and seashore.

Island Villages and Splendid Hills.

Rising abruptly at New York Bay with the Kill von Kull on the northern shore, a ridge of hills, broken by passes, extends north and south the whole length of the island, reaching an altitude of 413 feet.

A residence on this island gives one the combined pleasure of seashore, suburban village and country life, to which will now be added the metropolitan life of New York City.

The island has sixty-five miles of water front, forty miles of good country roads, twenty post offices and the principal streets of the villages are paved with telford or macadam.

It is an all-the-year resort for those who live on the island, its accessibility and healthful surroundings making it preferable to life in the larger cities.

By the native inhabitants, the Indians, it was called Aquehonga Manack-nong, and sometimes Eghquahous, which means "The Place of Bad Woods," and so it figures in some of Fenimore Cooper's stories.

Henry Hudson, who sailed from Amsterdam on the ship Half Moon on April 4, 1609, was the first white man to investigate the mysteries of the island. He encountered the Raritan Indians, a branch of the Delaware tribe, which then owned the island.

It was not until 1644 that an armed expedition was organized against the Indians of Staten Island, which finally led to its occupation by the whites.

Pre-Columbian Indian Astronomers.

Of the Indian women of Staten Island Wassenaer wrote in 1621: "They are most experienced star-gazers; there is scarcely one of them but can name all the stars, their rising and setting, the position of the Arctos, (this is 'The Wagon') is as well known to them as to us, and they name them by other names."

Of the present population on the island the village of New Brighton, which comprises the whole town of Castleton, is among the most attractive and progressive.

In this village are numerous localities, named for convenience. Among them are Tompkinsville, St. George, New Brighton, Sailors' Snug Harbor, Livingston, West Brighton, Prohibition Park and Castleton Corners.

The village is governed by a Board of Trustees, consisting of six members: President, James Kerr. Board—First Ward, Thomas H. Harper; Second Ward, Peter McHugh; Third Ward, Edward Brice; Fourth Ward, James Kerr; Fifth Ward, William H. McCabe; Sixth Ward, Guy S. Brantingham. Village Treasurer, John J. Featherston. Village Clerk, Joseph F. O'Grady. Engineer, Theodore S. Oxholm. Ordinance Officer, Henry Eichenberger.

The village has two electric plants, located at St. George and New Brighton, which have recently been consolidated under the name of New York & Staten Island Electric Company. It is owned by a private corporation, of which Supervisor E. P. Doyle is president.

This company has acquired and is now completing a most extensive building for electric power. It was begun three years ago by Ernest Wilman. When in operation it will furnish the lighting facilities for the three villages of New Brighton, Port Richmond and Edgewater.

JAMES KERR, druggist, president of the village of New Brighton: I am decidedly in favor of the change, which will do away with the village offices and give us one, government in which we can place some reliance. At present there are forty-three executive bodies on Staten Island, and the machinery of government is necessarily cumbersome. While the respective trustees and some other officials get no salary, yet the aggregate expenses of administration is large and burdensome. I believe the president of Edgewater is the only paid officer among the trustees. We have a very good fire system in this village, but under consolidation the volunteer system will naturally give way to a paid department, which in many respects is an advantage. Fifty men at least would have to form that department, and their annual salaries would amount to a good round sum. Persons interested in consolidation have for some time advocated the prosecution of improvements on the ground that Greater New York would have to stand the expense. Real estate is more active now than it has been for some time past, and with five cent ferry fares there will be a great influx of new population. Our total assessed valuation is now \$8,268,835, and the rate is \$1 per hundred. It is not much for the biggest village in the State. We are proud of our village. It may be a little dreary in winter, but in the summer there is no prettier or more attractive spot on earth. Then there will be an additional source of pride in being connected with the greatest metropolis on this continent. The ladies especially are enthusiastic on that point. They are glad they will soon

be able to date their letters from New York City.

An Immense Advantage.

E. D. CLARK, hardware merchant—I believe that the consolidation of Staten Island with New York is going to result in immense advantages to us. It will make a closer community of interests, and one of its desirable effects will be the abolition of the ferry franchises, which have worked to our detriment in the past, since they were sold for the benefit of New York. The people living on Staten Island have had to pay too much for the privilege of being carried back and forth. Consolidation will bring us into the city, and there will be no chance for further discrimination of that kind. Then we will be benefited in other ways. For instance, there are any amount of trust funds which have to be invested in New York realty. Being part of New York we will get our share of those funds, and the island will consequently develop in various ways. Then our system of government will be radically changed. Every town and village has to have its own set of officers now, which is necessarily very expensive. While many new offices will be created under the new charter, the general scheme will be less expensive, and many little jobs that might be put through under cover of local administration will be prevented. We are promised better ferry facilities, which will be a boon in itself, and our trolley system, which will receive a still greater stimulus, will open up the interior of the island to home seekers and assist in general trade. Then we look forward to relief in the matter of taxation. While we are not oppressed in this

particular to the extent of other communities, still our numerous offices are costly, and their abolition must benefit the taxpayers. At any rate I think we are taxed higher now than we shall be under the simplified form of the government of Greater New York.

Voted Against It.

J. E. MULLIGAN, former Supervisor and present Postmaster—I do not share the hopes of many citizens in regard to the effect of consolidation. I voted against the scheme because of the slow progress which the outlying sections of New York made. I do not believe that we would fare any better than they did, and as we are in pretty good condition now, I do not see any necessity for taking chances in that respect. Perhaps in one or two ways we may benefit. It will help us to improved ferry service, no doubt, and it is high time that we stopped paying tribute to New York in that connection. With regard to taxation, I do not think assessments will be any easier for us. But I sincerely hope that the advantages that the advocates of the scheme predict will result. Greater New York is pretty near being an accomplished fact, and we shall have to make the best of it anyway.

JOHN IRVING, of the Irving Manufacturing Company—I have been against consolidation, because I think it will be detrimental to the island. I am afraid that, among other things, it will raise taxation. We will be the tail of the kite all the time, and will have to take whatever the general government sees fit to give us. The best plan of advancing the interests of Staten Island would have been to consolidate the various townships and villages into one city of our own, to be governed by men thoroughly conversant with our needs and chances for development. Our representation in the Board of Aldermen in New York will be virtually nothing, and we will be always left out in the cold so far as substantial improvements are concerned.

WILLIAM SEATON, old resident of Tompkinsville—Consolidation with New York is the best thing that could happen to Staten Island. I know what Harlem was twenty years ago, and I know what this island will be twenty years hence under this grand scheme of consolidation. Our business is downtown in New York, and we are much nearer to its centre than Harlem. There has been a boom here already in anticipation of annexation. New cottages are springing up on all sides, and the prospects are excellent for a large increase in our permanent population.

Sure to Benefit Them.

W. A. COLLINS, real estate—Do I believe that consolidation will benefit us? Most assuredly. We will belong to something then, which we never did before. Real estate has already begun to feel the improvement, consequent on the coming change. I have lived here thirty-six years, and I never knew a better feeling to exist or a more confident belief in the coming good times. There will not be much difference in our taxation, in my opinion; I think the rate will remain very much as it is now. Improvements are in very fair shape on the island at present. There is no finer water supply in the State. Our lighting facilities are excellent, and with the additional ferry-boats that the company has promised, we hope for a reign of prosperity that will make us the envy of certain other districts of Greater New York. Trips every fifteen minutes during business hours will be a blessing to all the residents of the island.

Officers of RICHMOND COUNTY.

COUNTY JUDGE & SURROGATE: STEPHEN D. STEPHENS.

SHERIFF: JOHN L. DAILEY.

COUNTY CLERK: JOHN H. ELSWORTH.

DISTRICT ATTORNEY: GEORGE M. PINNEY, JR.

COUNTY TREASURER: JAMES WHEELER.

SCHOOL COMMISSIONER: MRS. JULIA K. WEST.

COUNTY SUPT. OF THE POOR: BENJAMIN J. BODINE.

CORONERS: ISAAC A. SILVIE,

CHARLES W. TOWNSEND,

EDWIN A. HERVEY,

JOHN T. OATES.

POLICE COMMISSIONERS: NICHOLAS MULLER,

ROBERT M. HAZARD.

COUNTY ASSESSORS: ANDREW FEATHERSTON,

HARRY CLARKE,

HENRY T. METCALFE,

PIERCE J. DUNN,

ABEL MARTIN.

Robert Humphrey, publisher—Speaking for myself, I am not sure that annexation is going to benefit us much. I believed in the other project to incorporate all the villages of Richmond County as a city. We really ought to belong to Jersey. One thing, however, consolidation will do that may prove a benefit—it will abolish local offices, and so decrease the general expenses of the county. Of course, the same result would follow if we were to form a city of our own.

Many Advantages.

HARRY C. JONES, real estate—We will be helped materially, for I have no doubt that the general government will take charge of our ferries, which have not given satisfaction in the past, and see that we have the best possible service. The county will probably not be a residential place for very rich men for some

time to come, but it will attract clerks and mechanics, especially when the fare is cut down to 5 cents. Building is being rapidly pushed in view of consolidation. One great advantage to us will be the abolition of the corps of tax collectors who visit us yearly. We have collectors for village and lamp taxes, school taxes and others for State, town and county taxes. They come round at different times, and many persons have asked in alarm when the tax collector was coming again. Then the abolition of the local offices will stop a great many quarrels, annoyances and also expenses.

A Great Improvement.

H. J. CREIGHTON, real estate—Five-cent ferry fares will bring many persons to the island who were kept away by the ten-cent fare. As soon as it is thoroughly advertised that we have cheap transportation here there will be a rush for homes, and business generally will increase. Ever since Greater New York was talked about there has been an improvement in the real estate business. During the last three months our firm has done more business than during the whole of last year.

C. A. HART, Richmond County Herald and large real estate owner—I think it the grandest scheme ever devised for the development and benefit of Staten Island. The fact that we are to be annexed to New York will eliminate all ill feeling and prejudice which have, in a measure, attached to our island, for we are now married into one family. I assume that capitalists in New York will now look to Staten Island with a view to investments. Our character of government will be infinitely better, and our improvements will be on a more gigantic plan. Clerks in the city departments, school teachers, policemen, etc., can now become residents of this borough since we are in the city limits. Legal restrictions, which have heretofore prevented the investment of trust funds in our property, will now allow millions of dollars to be placed in Staten Island. The next few years will see greater improvements than have been known for the past half century, and Staten Island is the best field for investment.

AUGUSTUS ACKER, Police Justice and Supervisor—I have always favored Greater New York mainly because public officers will now receive good salaries for their labor. All our people on the island are satisfied. We expect many benefits from annexation. It will not be long before our island will be dotted with new houses, constructed by new residents, who will be seeking convenient and comfortable homes accessible to New York. These considerations, with the question of economy, will induce many people to live with us. We can now rent on the island good, tenable houses for from \$300 a year upward. We have the best record in the State Board of Health and the smallest death rate. There is no such thing as malaria on the island.

WHY ISLANDERS ARE PROUD

With the Beauty and Comfort of Country Villages They Have City Institutions.

THE Sailors' Snug Harbor, which is located in the town of Castleton, is a refuge for honorably discharged seamen. It is located on the north shore of Staten Island, about half a mile from New Brighton, and has a frontage of 2,200 feet on the Kill von Kull. In this sheltered and quiet retreat eight hundred battered old "tars" live a life of ease and comfort.

The S. R. Smith's Infirmary is situated on the highest point of New Brighton, overlooking the bay. It is entirely of brick, and the various wards of the hospital were the donations of prominent residents of the island.

It is conducted by a Board of Trustees, but the credit of its success is due largely to Dr. Theodore Waiser, the present Health Officer, of the village of New Brighton.

In connection with this infirmary there is also a School for Nurses and the new Contagion Hospital, which has just been completed.

How the Islanders Get About.

The Rapid Transit Railroad skirts the north and east shores of the island. It runs from St. George in one direction to South Beach, and in the opposite direction to Mariners' Harbor, eight miles of double track. This company has also leased the Staten Island Railway Company, which runs from Clifton to Tottenville.

The Staten Island Electric Railroad extends from Holland Hook, opposite Elizabethport, to South Beach by way of St. George, a distance of eleven miles. It has branches which run to Silver Lake, Port Richmond and Castleton avenue.

The Staten Island Midland Electric Railroad traverses the interior of the island, having a line from Stapleton to the county seat at Richmond, and another from West Brighton through Port Richmond and Prohibition Park to Concord.

The Fire Department is volunteer and composed of nineteen companies, known as the North Shore Fire Department. It is governed by a Board of Fire Representatives, composed of two members from each of the companies.

Churches and Schools of Staten Island.

The island is fairly dotted with eighteen churches. Among them are:

At Tompkinsville—Brighton Heights Reformed Church. At New Brighton—First Baptist Church, St. Peter's Roman Catholic, Scandinavian Church.

At West Brighton—Calvary Presbyterian, Trinity Methodist Episcopal, St. Rose of Lima Catholic.

At Snug Harbor—Unitarian Church, Randall Memorial Church.

At Livingston—St. Mary's Episcopal.

At Prohibition Park—Dean's Memorial Church.

At Castleton Corners—Moravian Church.

The banks are: First National Bank, located at St. George; Charles H. Ingalls, president; Theodore H. Spratt, cashier.

Richmond County Savings Bank, located at West Brighton; John Westbrook, president; S. D. Simonsen, secretary and manager.

The island has splendid public schools, as follows: District School No. 1, Castleton Corners; No. 2, West Brighton; No. 3, New Brighton; No. 4, Tompkinsville; No. 5, Prohibition Park.

The big private schools are:

Staten Island Academy, at St. George; Westerleigh Collegiate Institute, Prohibition Park; St. Mary's Military School, Livingston.

The police are under the government of Richmond County, and the village governments have no control over them.

The Board is known as the County Commissioners of Police and consists of three members. There is a vacancy in the present Board. The two actual members are ex-Congressman Nicholas Muller and Robert M. Hazard. The Second Precinct Station is in the village at West Brighton.

The local force assigned to the village consists of a sergeant, two rounds-men and twenty patrolmen, who also patrol the village of Port Richmond.

Considering the many advantages Staten Island affords, we naturally expect to be greatly benefited by being taken into Greater New York.

HERBERT CHARTREE, coal merchant

I look upon the scheme of Greater New York as an excellent thing for Staten Island. Up to this time New York City has been against our interests in the way of ferriage. In comparison with the miles travelled, our people have had to pay more for getting to the business district than those of any other suburb. Consequently property owners here will be very glad of the speedy consummation of consolidation. Their property will be on the same basis as other New York City property. Then we will be assisted in a variety of ways. We hope that the administration of our affairs will be better. Not that we have any special grievance to complain of in regard to our officials, but the abolition of numerous petty offices must have a tendency to reduce taxation and lead to improvements in other respects. Our citizens thoroughly appreciate the situation. They voted for the new charter with great cheerfulness and rolled up a big majority for it. With better ferry facilities and cheaper fare, which is already promised, we expect a large increase in the permanent population of the island. We have the finest residential section of any part of the State, and the people generally will benefit by consolidation.

I. ALMSTAEDT, President of the Health Board and photographer—We are away ahead of New York City in health here. We have a thoroughly organized Board, and our death rate is as low as it is anywhere in the State. We have good hospitals for accidents and sickness as

well as hospitals for contagious diseases. We have separate collection of ashes and garbage, and a crematory for burning all refuse. Dr. Doty, Health Officer of the Port of New York, has complimented us on our thorough and efficient system. Consolidation, in my opinion, will bring the island further forward. What has kept us back in the past has been the jealousy of New York. Now that we are to become part of Greater New York we expect to share in the general benefits and improvements. On account of the geographical situation, we could be made the greatest railroad centre in the world. Trunk lines could be located here, connecting with streams from all parts of the world. Vessels would save time and avoid the dangers of going up the bay. In view of the fact that New York is now suffering for the lack of sufficient dockage, the great commercial interests of the consolidated city would be enhanced by being able to take advantage of our facilities in that regard. Our water frontage is magnificent. We have the best and safest anchorage to be found anywhere, a fact which is recognized by the Navy Department having the fleet anchor here. The topography of the island is such that vessels are sheltered from the northwestern storms, which they would catch on the other side of the bay. When the authorities of Greater New York fully realize these facts I have no doubt that they will take measures to utilize our many natural advantages in the interest of the general trade and commerce of the port.

No one to deny the fact that Salvation Oil is fast taking the place of all other liniments—Adv.



RICHMOND TERRACE, NEW BRIGHTON, S. I.